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The sources and method of the book are as follows: the author has first sought the characteristics of the field system in each region by examining the enclosure awards and tithe maps of the eighteenth and nineteenth centuries, and especially the sixteenth-century surveys and field-books. These three classes of documents give the only complete and specific descriptions of the fields of an entire township to be found. In the thirteenth century and the first half of the fourteenth, charters and fines give specific information as to the location in fields and furlongs of the lands belonging to single holdings. The terriers of the fifteenth, sixteenth and especially of the seventeenth century are valuable for the same sort of evidence. The manorial extents of the late thirteenth and early fourteenth centuries are of little value. Gray uses the early, more fragmentary evidence to discover "whether the thirteenth-century situation was a prototype of that of the eighteenth century, or whether there had been change," and has to rely on conjecture for a description of agrarian conditions before the thirteenth century. Throughout the volume there are transcriptions of the most important evidence, and further material is given in an appendix of 140 pages.

HARRIETT BRADLEY.

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Charity for a Hundred Years. History of the Monmouth Street Society, Bath, 1805-1904. By PERCY VERE TURNER. Published by the Society.—84 pp.

With the exception of London and perhaps Edinburgh, there is no city in the British Isles about which more books have been written than Bath. A voluminous bibliography would be needed to include them all. But Mr. Percy Vere Turner's *History of the Monmouth Street Society* works a hitherto neglected vein, with the result that he has written a monograph that will appeal to sociologists and to students of the institutional history of England who have neither been in Bath nor read any of the numerous books about it. It was in 1865 that the London Charity Organization Society began work on lines that are being followed or developed all over the English-speaking world. Sixty years before that time a charity organization society had been formed in Bath; and from that day to this, continued success has attended its work.

Local conditions in Bath, as regards charity, were peculiar all through the eighteenth century, and in fact until railways and easy travel in continental Europe deprived Bath of much of its vogue as a health and pleasure resort of the aristocratic and wealthy classes.

What was known as "the season" lasted for six or seven months of the year. During the season, in the early decades of the nineteenth century, one-fifth of the population consisted of wealthy people and their servants, who were in Bath as visitors. In the train of the wealthy came hundreds of professional mendicants. The coming of these vagrants was as regular and as certain as the coming of the wealthy visitors on whom in large part the prosperity of the city so long depended; for the procession of vagrants to Bath dated at least as far back as the reign of Queen Elizabeth. After the season there was a period of hard times and scant living for the respectable wage-earning men and women permanently domiciled in the city who depended upon the seasonal visitors for their livelihood. There were thus at the opening of the nineteenth century two classes whose cases made an appeal to the charitable—the mendicants who had followed their prey to Bath, and the poor residents for whom there were always hard and pinching times between the end of one season and the opening of the next. The Monmouth Street Society was organized in 1805, primarily to deal with the professional mendicants. It at once appointed a beadle, to whom some police powers were entrusted. It also secured the continuous and systematic aid of the city magistrates; and in the course of a few years the old-time impostors and vagrants gave Bath a wide berth.

With its first mission accomplished, the Monmouth Street Society turned its attention to the deserving needy people who were citizens of Bath, and later on to coping with occasional more wide-spread distress due to floods in the Avon valley, to industrial stagnation, and to epidemics, until better sanitation relieved Bath and other English cities from these outbreaks. From the first the Society was well supported by wealthy visitors and residents, and it always had the endorsement and aid of the magistrates and the municipal council. Most of its work has been done by volunteer committees. The work has been varied in character, and has been attended with a success not exceeded even by the London Society, which began its work much on the lines of the Monmouth Street Society half a century ago. The problems of one large city as regards organized charity other than that administered by the municipal or poor-law authorities, are much the same all over the Anglo-Saxon world; and it is for this reason that Mr. Vere Turner's careful and detailed history of the problems that have confronted the Monmouth Street Society, and the methods by which they have been solved, has an interest by no means confined to social workers in English cities.

Apart from this interest the history of the Bath Society has another

value. It is a noteworthy contribution to the history of the English people. It must be so regarded, among other reasons, for the glimpses it affords of police and sanitation in the large cities in the era before the reform of the municipal corporations eighty years ago, and of social conditions in England during the Napoleonic wars—particularly of the hard experiences of the wives and children of English and Irish militiamen in the days when every able-bodied working man was liable to the militia ballot, and when the central government gave itself no concern as to what became of the families of the men who were pressed for the navy or balloted for the militia.

EDWARD PORRITT.

HARTFORD, CONNECTICUT.

The History and Economics of Transport. By ADAM W. KIRKALDY and ALFRED DUDLEY EVANS. London, Sir Isaac Pitman and Sons, Ltd., n. d.—ix, 338 pp.

Messrs. Kirkaldy and Evans's *History and Economics of Transport* is remarkably well arranged; and for a book written primarily for students of transport in the newer universities and schools of economics in England, its comprehensiveness is equally remarkable. Well-ordered arrangement is also accompanied, as might be expected, with clearness of statement; and these features should help to make a reading constituency for the book far beyond the student body for which it is primarily intended.

The three hundred pages of text are divided into four sections—an introduction of five chapters, and three parts. The introduction carries the history of transport down to the beginning of the railway era in England, and includes an informing chapter on the history of the canal system and its condition at the period when the supremacy of the canal as a method of freight transport was first threatened by the railways. The railway in the United Kingdom and in Europe and the United States forms the subject of part i. This is an admirable section; for, taken in conjunction with the chapter in the introduction on railways and the locomotive, it furnishes a well-told and good working history of the railway system of Great Britain from 1814, when Stephenson built his first locomotive at Killingworth colliery, to the new era of traffic agreements between English railway companies that began in 1905. The history of the railways of the United States is not detailed; and in a book intended for use in British universities it is remarkable that the railways of Canada are quite ignored, notwithstanding the fact that one of the longest railways in the British Empire—the Inter-